

Recognized Authority on  
Connellsville Coke Trade.

# The Connellsville Courier

Circulates Wherever Coke  
Is Manufactured or Used.

VOL. 47, NO. 16.

CONNELLSVILLE, PA., THURSDAY MORNING, OCTOBER 16, 1924.

SIX PAGES.

## Prices and Prospects.

### Trade Running Smoothly Without Price Changes Or Weakening in Demand

Close Balance Being Main-  
tained Between Production  
and Shipments.

#### SOME EXPORT BUSINESS

Has Been Done Without Attraction  
Public Attention; Spot Furnace  
Holds at \$2.00-\$2.10; Contract \$2.25;  
Foundry \$2.00-\$2.10; Lull in Heating.

Special to The Weekly Courier.  
PITTSBURGH, Oct. 15.—The coke  
trade has been running along smoothly  
in the past week, with production  
and shipments apparently very closely  
balanced. Market prices on furnace  
coke and foundry coke are naturally  
unchanged. Heating coke, which for  
a time had been abnormally high  
relative to furnace coke, has weakened  
a trifle more and is now in its  
more usual relation to furnace coke.

A week ago there was doubt in  
some quarters in the trade whether  
the current rate of coke consumption  
was altogether sufficient to absorb  
the production, which had been in-  
creasing rather sharply since the end  
of August. It has since been learned  
that enough export business was done  
to cover any apparent excess there  
was in production. This export busi-  
ness went through rather quietly  
and was not generally reported in the  
trade. It was chiefly to shipment to  
South America, for use in smelting  
non-ferrous metals. It seems that  
South American consumers were  
rather free in buying, fearing that  
the market might grow tight late in  
the year, as is often the case, making  
prices considerably higher. Thus  
there is some doubt whether the ex-  
port trade will continue in its recent  
volume.

Conditions in the iron and steel  
trade have undergone no change in  
the past week or two such as would  
have a bearing on coke requirements.  
With the resumption of quite a num-  
ber of blast furnaces during Septem-  
ber, there is no distinct trend now for  
furnaces to blow in or blow out.

Demand for furnace coke for spot  
or prompt shipment has been light to  
the past week, but offerings have been  
light likewise. The market remains  
quotable at a general range of \$2.00  
to \$2.10, but with regular furnace lots  
usually obtainable at \$2.00, prices  
above that being confined generally to  
small lot sales to outside users.

Furnace coke on contract to the end  
of the year remains quotable at \$2.25,  
but this figure has become more or  
less nominal since there have been no  
recent transactions. Operators are  
still disposed to quote the figure, even  
though the spot market is below it,  
for the contract would run through  
December, when there is often a  
seasonal rise in the spot market.

Several sales of furnace coke were  
made to steel interests for the month  
of October, and there is some specu-  
lation now as to whether these re-  
quirements will extend over the  
month of November. Thus far in  
October the steel market has shown  
no trend, so that from the present out-  
look the mills that brought coke for  
October will need coke equally for  
November.

Foundry coke has continued in  
rather light demand. The foundries  
are not running at all well, the  
wreck, pig iron and coke markets all  
making the same showing of light de-  
mand. The steel market has shown  
no trend, so that from the present out-  
look the mills that brought coke for  
October will need coke equally for  
November.

Along the east coast there is much  
irregularity in prices on bars, shapes  
and plates, this being either the cause  
or result of eastern mills being un-  
able to hit upon any plainly defined  
system of quoting. Movements of  
steel in the east is so erratic that no  
natural basing system can be  
seen.

Pittsburgh district mills are accept-  
ing somewhat lower prices on bars,  
shapes and plates, selling prices  
generally ranging 2.00c to 2.10c on  
bars, 1.90c to 2.00c on shapes and  
1.80c to 1.90c on plates. The lower  
mill prices are made for shipment  
eastward and the higher prices for  
shipment westward and northward.

The trade might as well recognize  
frankly at the present time, instead  
of waiting until the point is forced  
upon it, that in future steel prices  
are not going to be as plainly defined  
as they have been in the past. It is  
likely to pursue a more opportunistic  
policy and buyers will have to be  
more keen to post themselves.

The general volume of steel buying  
has been decidedly lighter in the  
past week than in the first week of  
October. However, the mills are  
operating fairly well. Input produc-  
tion in September was 624 per cent  
of capacity, or several points above  
the estimates commonly accepted in  
the trade during the month. There  
was a repetition of the phenomenon  
of some mills understating their op-  
erations, last they are suspected of  
special price cutting.

#### COKE FREIGHT RATES.

The freight rates on coke from  
the Connellsville district, which  
includes what is commonly known  
as the Connellsville region  
(sometimes called the basin dis-  
trict) and the Lower Connellsville  
district (often called the  
Klondike and sometimes the  
Masonstown district) to principal  
points for shipment are as fol-  
lows per ton of 2,000 pounds,  
effective July 1, 1924:

Destination	Rate
Baltimore	\$2.21
Buffalo	2.24
Canton	2.23
Chicago & St. Louis	4.18
Cleveland	2.77
Columbus	2.75
Detroit	2.75
St. Louis	4.18
St. Paul	2.77
Harrisburg	2.30
Joliet	4.18
Louisville	4.18
Milwaukee	4.18
New York	4.18
Philadelphia	2.68
Pittsburgh	1.51
Port Henry, N. Y.	4.04
Port Maitland, Ont.	3.28
Pottsville	2.59
Reading	2.15
Richmond, Va. (P. R. R.)	4.19
South Bethlehem	3.54
Swedesland, Pa.	2.25
Toledo, O.	2.75
Wheeling	2.27
Valley Points	2.27

From Connellsville district:  
Philadelphia (P. O. B. ves-  
sels) \$2.04  
Baltimore (P. O. B. ves-  
sels) 2.25  
From Lower Connellsville  
district:  
Philadelphia (P. O. B. ves-  
sels) 2.02  
Baltimore (P. O. B. ves-  
sels) 2.22

to heavier consumption. Then, ap-  
parently some consumers began to  
stock up ahead in a modest way, and  
finally the domestic coal trade reached  
fair proportions. Prices did not im-  
prove with the increase in buying, for  
right along there were idle mines  
ready to go in if they could make  
sales at existing prices.

The Pittsburgh Valley pig iron  
market has been particularly dull for  
a fortnight past. In the east there  
has been a moderate movement, but  
all over the country pig iron is more  
or less quiet. The furnaces in this  
general district are running, many  
being out, report that deliveries  
on old purchases are being taken very  
well. The market remains quotable  
as follows:

Basement	\$20.00
Basic	\$19.00
Foundry	\$19.50 to \$20.00

### STEEL PRICE CUTTING FOLLOWS DESTRUCTION PITTSBURG PLUS SYSTEM

Prices Will not be as Plainly Defined  
in the Future as They Have  
Been in Former Years.

Special to The Weekly Courier.

NEW YORK, Oct. 15.—The Amer-  
ican Metal Market and Daily Iron &  
Steel Review will review the steel  
and iron trade tomorrow as follows:  
Destruction of the Pittsburgh Plus  
price system for certain steel prod-  
ucts and the setting up of various  
local basings has been the cause of  
various declines in delivered prices,  
but there is now a new development,  
that it is the excuse for not a ficti-  
tious price cutting. There have been in-  
stances of remote mills quoting lower  
delivered prices than are represented  
in new basings recently set up, with  
correspondingly heavy absorption of  
freight charges by mills.

Along the east coast there is much  
irregularity in prices on bars, shapes  
and plates, this being either the cause  
or result of eastern mills being un-  
able to hit upon any plainly defined  
system of quoting. Movements of  
steel in the east is so erratic that no  
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of some mills understating their op-  
erations, last they are suspected of  
special price cutting.

## Review of the Connellsville Coke Trade

### Statistical Summary.

PRODUCTION		WEEK ENDING OCTOBER 11, 1924.				WEEK ENDING OCTOBER 4, 1924.			
DISTRICT		Ovens	In	Out	Tons	Ovens	In	Out	Tons
Connellsville		18,217	2,418	16,799	82,076	16,217	2,418	16,799	82,076
Lower Connellsville		16,019	3,788	13,585	50,956	16,318	3,743	12,576	46,420
Totals		34,236	6,201	28,884	133,032	32,535	6,161	29,375	128,496
FURNACE OVENS									
Connellsville		14,986	1,731	13,215	59,200	14,986	1,731	13,215	59,200
Lower Connellsville		6,372	400	5,473	24,000	5,872	400	5,472	24,000
Totals		20,858	2,131	18,687	83,200	20,858	2,131	18,687	83,200
MERCHANT OVENS									
Connellsville		8,251	697	7,554	30,776	8,251	697	7,554	30,776
Lower Connellsville		10,446	8,983	7,098	44,860	10,446	8,949	7,104	40,420
Totals		18,727	4,080	9,647	75,636	18,727	4,080	9,658	71,196

## Hydro-Electric Plant Near Oakland Will Be New Member Of the Huge Power Family

Will Link Up With Pennsylv-  
ania, New York and Other  
Similar Projects.

### ELECTRIFICATION OF B.&O.

On Heavy Grades East and West of  
Terra Alta Will Be Possible After  
Completion of Plant Now Under  
Construction by Nearly 1,000 Men.

Approximately 1,000 men, working  
largely on day and night shifts, are  
forging head on a new link in the  
mighty chain of hydro-electric  
power plants and systems with which  
the country now is being covered, says  
a correspondent of the Baltimore  
Manufacturers Record. This is the  
plant of the Youghiogheeny Hydro-  
electric Company, born of a merger  
of the Youghiogheeny Water & Elec-  
tric Power Company. The capital  
stock of this composite company is  
\$12,000,000, with \$7,750,000 in other  
securities.

To the east and the west and the  
north of this plant are others in  
operation and still others, and all, it is  
explained, are being interconnected into  
a potentially cooperative group. Fur-  
thermore, it is stated, fuel electric  
plants will be established at the  
mouths of convenient coal mines, so  
that in time of low water or other  
stress the steam generators can be put  
into immediate operation without the  
expense of hauling coal from the  
mines to distant plants.

Another link in this chain has just  
been forged by agreement, for inter-  
connection of the systems of the Ni-  
agara, Lockport & Ontario Power Com-  
pany and the Pennsylvania Electric  
Company, and although this new ser-  
vice is somewhat remote from the  
Maryland project it will be a part  
of the same hydro-electric "family," with  
the Youghiogheeny plant. The connec-  
tion in the merger mentioned will  
unite two 110,000-volt transmission  
facilities at the New York-Pennsylv-  
ania state line, between Jamestown,  
N. Y., and Warren, Pa.

The transmission system of the  
Niagara company radiates from Ni-  
agara Falls south and west to Jam-  
esville and Olean and east beyond Syra-  
cuse, and plans have been adopted for  
interconnection with the Northern  
New York Utilities, Inc., operating  
both steam and water-power plants in  
northern New York. The Pennsylv-  
ania system will include the Yough-  
iogheeny project.

As carriers of peak loads in the in-  
terconnection system, the water-  
power on the Ontario when completed  
will require an installation of about  
350,000 horsepower, and the Yough-  
iogheeny about 200,000 horsepower.

Situated in the extreme western  
part of Maryland, the Youghiogheeny  
plant is described as designed to sup-  
ply a large amount of electric current  
to Maryland, West Virginia, Pennsylv-  
ania and Ohio, and two primary ob-  
jects are understood to be the electrifi-  
cation of a long stretch of the Bal-  
timore & Ohio railroad over the Alle-  
gheny Mountains and the provision of  
electricity for the operation of coal  
mines in the West Virginia and other  
adjacent fields. As yet no definite an-  
nouncement has been made on these  
two disputed subjects, though officials  
of the Baltimore & Ohio say frankly  
that electrification of their road over  
the tremendous mountain grades has  
been under discussion and considera-  
tion a long time.

According to the engineers on the  
work, Charles B. Hawley & Com-  
pany, Inc., Washington, D. C., the  
greatest dam of the three involved in  
the project will be completed in the  
coming winter or early spring, to-  
gether with a tunnel, two miles long,  
through which the water will flow  
from this dam, on Deep Creek, to the  
machinery plant on the Youghiogheeny  
River. Then the melting snows and  
heavy rains of spring will flood  
the area now being cleared for an  
artificial lake, or reservoir. This, im-

menes artificial lake will be at least  
10 miles in length, of great average  
width and a probable average depth  
of about 50 feet.

The power plant and generating  
machinery will be located at Hoyes  
Run, on the Youghiogheeny River, and  
will receive its water power from  
both that river and the tunnel from  
the lake formed by the dam on Deep  
Creek. Two other dams also will be  
constructed on the Youghiogheeny  
River, one near Bang Run and one  
near Cretin. All this territory is in  
the heart of the Allegheny Moun-  
tains, draining tremendous ranges in  
which creeks and other streams  
and springs are numerous, and into  
which the melting snows pour pro-  
digious floods from the smaller sum-  
mits and sides.

Only nine or ten miles from the  
dam and proposed lake, Oakland may  
be regarded as the central point from  
which to cast an eye over the sur-  
rounding country. To the east lies  
the mainland of Maryland, connected  
with the Eastern Shore of that state  
and of Delaware and Virginia at Elk-  
ton, the head of the Chesapeake Bay.  
To the north, only a few miles re-  
mained, is Pennsylvania, bringing  
Connellsville and Pittsburgh, among  
other places, into comparatively  
close touch. Only a slight stretch  
to both the south and west separates  
Oakland and West Virginia, while  
west of Pennsylvania and west of  
northern West Virginia, Ohio lies  
not far away.

To the east is the hydro-electric  
plant at McChes Ferry, Pa., on the  
Susquehanna River, which supplies  
current to Baltimore and other cities,  
while another plant is projected also  
on the Susquehanna at Conowingo,  
Md., not many miles below McChes  
Ferry, near the mouth of the river  
at Havre de Grace on Chesapeake  
Bay. Either directly or through  
Pennsylvania systems, it is said, the  
Youghiogheeny plant can be "hooked  
up" with McChes Ferry and Conow-  
ingo, as well as with systems to  
the north and the west. Thus, the  
new Youghiogheeny project becomes  
one of the strong links in a chain  
of manufacturing sections, with  
the Youghiogheeny plant, the Bal-  
timore & Ohio railroad, and the Con-  
owingo system to electrify the Penn-  
sylvania railroad, at least Philadel-  
phia to Washington.

Driving north from Oakland, on a  
fine state road along the summit of  
Hoop Pole Ridge, one comes to a  
point where the road is engaged in shif-  
ting a stretch of two miles of this  
road from its present course to higher  
ground. The present line of the  
road at that point will be flooded  
when the Deep Creek dam is finished.  
Here the Youghiogheeny company is  
building a concrete bridge over Deep  
Creek, with a span of 600 feet and  
approaches from either side, each  
200 feet in length. The bridge will  
be about 85 feet in height, and is  
not expected to give much clearance  
to the lake which will be created  
beneath. The removal of the state  
road to a new course is made at the  
expense of the power company, which  
also has been obliged to con-  
struct a two-mile stretch of private  
road for a property owner whose  
present road will be flooded.

From Hoop Pole ridge one may get  
a bird's-eye view of the basin to be  
flooded by Deep Creek dam, a long  
valley, winding about 10 miles be-  
tween various mountains, part in  
fields and part in forest. Ganges of  
granite have removed farm-houses,  
schoolhouses and other buildings  
from many points in the valley, and  
also have cleared it of timber and  
undergrowth and cleaned it off thor-  
oughly. The company has purchased  
many farms and other properties,  
which will be under water after the  
dam has been built.

Donbling back on the state road  
a mile or so, there is a roughly con-  
structed byway leading to the Deep  
Creek dam, and over this autos bump  
for three or four miles of indescrib-  
able discomfort. Not only is the road  
roughly cut through woods and un-  
derbrush, but also it is traveled con-  
tinuously on Page Three.

## FORTY MILLION TONS ESTIMATE OF COAL STOCKS SEPT. 1

A Decrease of 4,000,000 Tons  
Since June 1 and 15,000,000  
Tons Since Jan. 1.

### TOTAL 45 DAYS' SUPPLY

The inventory of coal stocks, as of  
September 1, recently taken by the  
United States Government, revealed  
the following facts:

Commercial stocks of soft coal on  
September 1, recently taken by the  
net tons, a decrease of 4,000,000 tons  
from stocks on June 1 and 15,000,000  
tons from the record of January 1,  
1924; the course of stocks has been  
constantly downward since the early  
weeks of the year; stocks on Sep-  
tember 1, 1924, were 9,000,000 less  
than on the same date a year ago,  
and were more than double those on  
September 1, 1923, at the close of the  
last five months' strike; compared  
with August 1, 1921, there was an  
increase of 6,000,000 tons.

Measured in terms of tons, stocks  
decreased 24 per cent during the  
first eight months of 1924. Measured  
in terms of days' supply the decrease  
was but little over two per cent.  
These percentages are based on av-  
erages which assume that the supply  
was evenly distributed. Stocks are  
never evenly divided, however, and  
the use of such averages is proper  
only for the purpose of comparison.  
There are areas in every community  
who habitually carry very small or  
even no reserve stocks.

In addition to the estimated quan-  
tity in storage plus of actual con-  
sumers, the following quantities are  
known to have been in transit on  
September 1: On the commercial  
docks of Lakes Superior and Michi-  
gan, 6,600,000 tons; in storage at the  
mines or at intermediate points, at  
least 300,000 tons.

Retail dealers' stocks of anthracite  
were 71 per cent in excess on Sepem-  
ber 1, 1924, than they were on the  
corresponding date of 1923, and they  
were but seven per cent less than on  
November 1, 1921, two months later  
in the season. As a result of the  
steady movement of anthracite up the  
lakes the stocks, which stood at 450-  
600 tons on June 1, had increased to  
1,400,000 tons by September 1.

At the current rate of consumption  
the stocks were estimated to be, in  
terms of days' supply, as follows:  
By-product coke plants, 30, steel  
plants, 42; other industrial, 48;  
coal dealers, 46; railroads, 42.

The depression in the iron and  
steel industry was in turn reflected  
in the demand for by-product coke  
for metallurgical purposes, and the  
average daily consumption of coal at  
such plants declined to 26 per cent  
of that of a year ago. In terms of tons,  
the by-product plants had a 23 per  
cent smaller reserve on September 1,  
1924, than on that day a year ago.  
In terms of days' supply, however,  
the stocks on the two dates were  
practically identical.

Manufacturers of by-product coke  
accumulated stocks of unsoft coke  
during the first eight months of 1924,  
and on September 1 a group of 21  
plants had on hand a record total of  
1,114,000 tons. This was an increase  
of nearly 45 per cent over the stocks  
on January 1, 1924, and it exceeded  
the previous high mark established  
on March 1, 1922, by more than 10  
per cent.

## Kaiser's Son Is Hoarding Coal

POTSDAM, Germany (United  
Press).—Prince Eitel Friedrich, son  
of the ex-kaiser, is hoping this winter  
to be able to lay in enough coal to  
heat all of his palatial dwellings.

Last winter, he couldn't afford it,  
and was able to heat only the upper-  
living rooms. But, thanks to the  
stable Reichsmark of the German  
Republic, the prince estimates that  
his income from that same republic  
will perhaps permit of sufficient heat-  
ing.

The state allotments to the Kaiser-  
family are a new matter. Takes  
cut into the amounts materially. For  
instance, the crown prince must pay  
around 1,000 marks monthly as house  
tax, for Casselhausen here.

## Production and Output.

### Production Is Up to 82,920 Tons, the Level on June 1 When Trend was Downward

Recovery From Low Point Is  
Same as Loss in Equal  
Number of Weeks.

### STILL FAR BEHIND 1923

When Output was Decreasing at  
About Double the Rate it is now  
Increasing; Coke Going Out as  
Rapidly as Made, No Stocking Done.

Coke production in the Connellsville  
Region is back to the level of  
June 1, the gain of 5,980 tons last  
week having advanced the total to  
82,920 tons. This marks the highest  
point attained on the present upward  
movement which began in the week  
ended August 16. With the exception  
of the last week in September, when  
the increase was 10,740 tons, the  
weekly rate of enlargement has been  
comparatively small, confirming the  
belief of trade observers that the im-  
provement would be by easy stages.  
It is also accepted as evidence of the  
permanent character of the recovery.  
It is a coincidence, but without any  
special significance, that the increase  
of 85,000 tons from the low water  
mark in the week of August 9, is  
practically the same as the decline from  
June 7 to the former date and that  
upward movement was extended over  
nine weeks, precisely the same length  
of time occupied by the decline in an  
equivalent tonnage.

In contrasting present conditions  
with those prevailing a year ago it  
will be noted that the weekly falling  
off then was almost double in amount  
the present rate of increase. There  
is, however, a difference of 124,920  
tons between the production a year  
ago and now, hence the current rate  
will have to be increased 2.5 times

### PRODUCTION SOFT COAL CONTINUES TO SHOW IMPROVEMENT

Total 10,268,000 Tons, a Gain of One  
Per Cent; Beehive Coke Also  
Increases.

WASHINGTON, Oct. 14.—According  
to the weekly report of the United  
States Geological Survey the produc-  
tion of soft coal continued to improve  
in the week ended October 4, but the  
rate of increase was somewhat re-  
tarded. The total output, as estimated  
from the 190,000 cars loaded, and in-  
cluding allowances for coal coked at  
the mines, mine fuel, and local sales,  
is placed at 10,268,000 net tons, an in-  
crease of 128,000 tons, or slightly more  
than one per cent.

Preliminary reports on car loadings  
on Monday and Tuesday of the present  
week showed an increase of seven per  
cent over the total for the correspond-  
ing days the week before. Should this  
rate of increase be maintained through-  
out the week, the total output will be  
in the neighborhood of 11,000,000 tons.  
The average daily rate of output  
now stands just above the 1,700,000  
mark, or slightly above 1922, in the  
corresponding week. It is still some-  
what below 1923, and is well below  
that of 1920.

In the corresponding week of 1923  
production was 10,699,000 tons. For  
1924 to date production has been  
342,241,000 as compared with 421,712-  
000 tons in 1923.

The production of beehive coke con-  
tinues to improve slowly but steadily.  
The total output in the week ended  
October 4 is now estimated at 139,000  
net tons, against 132,000 tons in the  
week before. The improvement occur-  
red principally in Pennsylvania and  
Ohio, and the production in Virginia  
also increased slightly. According to  
The Courier, the output in the Con-  
nellsville Region increased from 70,250  
to 75,940 tons. The Courier stated  
that 500 additional ovens were put in  
blast.

Production for 1924 to October 4  
stands at 7,558,000 tons as compared  
with 14,762,000 tons in 1923 and 4-  
942,000 tons in 1922.

Production by states, as compared  
with the corresponding week in 1923,  
was as follows:

	1924	1923
Pennsylvania and Ohio	1,000,000	252,000
West Virginia	7,000	10,000
Alabama, Kentucky, Tennessee and Georgia	14,000	20,000
Colorado and New Mexico	9,000	13,000
Washington and Utah	5,000	6,000
L. S. Total	1,035,000	212,000

Appeal in Cornelia Case.  
An appeal, which asks a review of the  
decision of the United States Circuit  
Court in the Cornelia Coal Company  
case, has been filed in Washington.

Two New Mills at Duluth.  
It is understood that the United  
States Steel Corporation plans to erect  
two new sheet and tin plate mills at  
Duluth, Minn.

before it catches up with the cor-  
responding weeks in 1923.  
The addition of 41 ovens to the  
active list last week was not suffi-  
cient to account for the increase in  
output. This was more directly due  
to the additions of earlier weeks  
having been brought to full produc-  
tion and the closer adherence to a full  
time schedule at merchant opera-  
tions. Less than a half dozen plants  
of this group ran less than six days.  
The H. C. Frick Coke Company kept  
to its five-day program at all except  
one operation.

Two idle plants, Griffin No. 2 and  
Sackett, were placed in commission  
again. That there have been in-  
dividual cases where the revival of  
trade has not yet been experienced  
is shown by the blowing out of 60  
ovens each at Donald 1 and 2 and  
Sterling. Until last week these two  
plants have been among those which  
have continued in steady operation  
throughout the duldest period of the  
year.

There can be no question about  
coke consumption having been en-  
larged, otherwise there would not  
have been the more or less steady  
increase in the number of ovens in  
blast and the speeding up of the run-  
ning time. It has been difficult to  
identify some of the recent pur-  
chasers of coke which has caused  
fear to be expressed in certain quar-  
ters about production being in excess  
of consuming requirements. The coke  
is going out, nevertheless, no stock-  
ing being done even at the plants of  
the leading interests, where doing so  
is more or less a custom.

The estimated production of coke  
during the week ended Saturday,  
October 11, was 82,920 tons divided  
between the two districts in the fol-  
lowing proportions: Connellsville,  
32,070, an increase of 1,560 tons;  
Lower Connellsville, 50,850, an in-  
crease of 4,420 tons, or a total in-  
crease of 5,980 tons as compared with  
a net increase of 6,080 tons during  
the preceding week.

By interests the production was:  
Furnace, 28,200, a gain of 1,800 tons;  
merchant, 52,720, a gain of 4,180 tons,  
as compared with a loss of 1,300 and  
a gain of 7,880 tons respectively dur

## MOST EXPLOSIONS IN EARLY MORNING OR LATE AFTERNOON

Shown by Study of the Records  
of the Last 10 Years in  
Coal Mining.

### RECOMMENDATIONS MADE

L. D. Tracy and W. M. Von Barnum, engineers of the United States Bureau of Mines, recently concluded a study of coal-mining explosions. Their study, in ascertaining the most critical time of day in the operation of mines, they engaged in their investigations 256 explosions which occurred during the period 1908-1923, and killed 4,413 men and injured 16,044. The study revealed the fact that there are two critical times of day when explosions are most likely to occur, and when corresponding care should be exercised to avoid disaster. Of these 256 explosions, 55 were straight gas explosions, 50 were straight coal-dust explosions, and 51 were mixed gas and coal-dust explosions, while three were unclassified.

It has been determined from the data given in these reports (in several cases no time was given) that the critical period in the morning ranges between 5 and 9 o'clock, when 13 explosions took place, with a peak at 7:30 o'clock. Of these, 55 were straight gas explosions, the remainder being either gas and coal-dust or mixed gas and coal-dust explosions. The critical period in the afternoon or early evening ranges between 3 and 7 o'clock, when 113 explosions took place, with a peak at 5 o'clock. Of these, 57 were straight coal-dust explosions, the remainder being either gas or mixed gas and coal-dust explosions.

Between these morning and evening periods is one which might be called the open period—that is, from 11 A. M. to 1 P. M.—when 26 explosions occurred. While some of these were normal type of explosions—that is, as to cause—others were of unusual cause and character. A number of explosions (29 in all) took place during mid-afternoon, late at night, and early in the morning—that is, after midnight.

The data compiled from the Bureau's files were tabulated and from these has been plotted a diagram in half-hour periods. In general, the three peaks indicate gas ignition in the morning, some shooting at noon, and regular shooting in the evening. It will be apparent that extra vigilance should be exercised at these critical periods, particularly in the morning, because then have many of the worst explosions taken place, largely due to the hazard of accumulation of gas during the night.

In view particularly of the number of early morning explosions, the following recommendations are submitted by the engineers who suggest they should receive the utmost consideration:

1. The area assigned to each fire-boss should not be too extensive. In some states each working place must, by law, be examined within the area assigned to a fire-boss. Examination can be made in some cases, because it is a physical impossibility for a man to cover the ground in the time required.

One explosion costing nearly a hundred lives without doubt was indirectly caused by the evident inability of the fire-boss to inspect his section. In fact, it was stated at the time of the explosion that two fire-bosses had formerly been employed for the same section.

2. The system of ventilation should be so planned that a minimum number of doors will be necessary. It may be cheaper in the end to build a few additional overcasts than to pay for the cost of an explosion.

3. Permissible electric lights and flame safety lamps should be substituted for open lights in all coal mines.

4. The elimination of shooting off the wall and substitution of permissible explosives for black blasting should be considered.

5. The prohibition of any person, except a regular experienced shotfirer, from loading and charging holes.

6. The frequent inspection of all electric power lines to see that they are properly insulated, and that there is no danger from short circuits which might ignite a pocket of gas. Reports of investigations, Department of the Interior, Bureau of Mines.

### Reduction Expected On Steel Freight From Pittsburgh West

It is expected the Interstate Commerce Commission will shortly hand down a decision ordering a reduction in freight rates from Pittsburgh to Chicago and other middle western sections of country.

The case was brought before the commission by the Jones & Laughlin Steel Corporation in an action against Baltimore & Ohio and other roads. Other steel producers intervened in the action.

Independent steel companies are vitally interested in the case now awaiting final decision by the commission and are optimistic in view of the findings of arbitrator. It is pointed out that in view of abolition of Pittsburgh plus practice, a reduction in freight rates on iron and steel from Pittsburgh and other points to middle west will assume greater importance than was believed when action was started. A reduction from 24 cents per 100 pounds to 20 cents per 100 pounds is looked for and this will to some extent eliminate some of handicap under which Pittsburgh makers are working when competing for business in the middle west.

## Mine Fatality Rate in August Lower than 1923

Accidents at coal mines in the United States during the month of August caused the death of 168 men, according to information received from state mine inspectors by the Department of the Interior. The fatality rate for the month, computed by the Bureau of Mines on an output of 41,861,000 tons of coal, was 3.97 per million tons, being about 47 per cent lower than the rate of 5.36 per million tons for August, 1923.

The average rate for August over a ten-year period has been 4.77, the rate for August of the current year representing a reduction of about five per cent. The fatality rate for bituminous mines alone for August, 1924, was 3.77 per million tons, as compared with 4.46 for August last year and 5.36 for the month during the ten-year period. For anthracite mines alone the August, 1924, rate was 4.84 per million tons, as against 5.47 for August last year, and a ten-year average rate for August of 5.31 per million tons. The record for August, 1924, indicates an improvement, not only for the coal industry as a whole, but for anthracite and bituminous mines separately.

Reports received by the Bureau of Mines for the first months of 1924 show that 1,633 men have been killed by accidents at the mines, as compared with 1,798 during the same months last year. The eight-month fatality rate for this year was 4.58 per million tons as compared with 4.12 in 1923. The increased rate for 1924 was entirely in the bituminous industry and was caused by the explosion of gas and coal dust during the past eight months of 1924 was 4.40 per million tons; in 1923 it was 3.53. The anthracite rate for eight months in 1924 was 4.48; last year it was 5.63 for the same period.

As no single accident during August caused as many as five deaths, the record for 1924 to the 31st of August remains at seven major disasters with a loss of 408 lives, as compared with seven similar disasters causing 254 deaths during the corresponding months last year. The fatality rate per million tons based exclusively on the number of lives lost in accidents during the first eight months of 1924 was 1.15 as compared with 0.88 in 1923.

Comparison of the causes of accidents in 1924 to the end of August with those for the same period in 1923 shows an increased rate for gas and dust explosions in 1924, but no material change in the rates for other causes of accidents.

## Accidents Cause Loss of Eyesight To 4,456 in Year

NEW YORK, Oct. 15.—The right of at least 4,456 men, women and children has been destroyed or seriously impaired by accidents during the past 12 months, according to a report issued by the National Committee for the Prevention of Blindness.

A year ago the committee began an investigation to discover the nature, causes and relative importance of the accidents which each year add several thousands to the blind population of the United States, and the report made public today is an analysis of the first year's findings in this investigation.

The outstanding facts of the report are:

That 85 per cent of the victims of eye accidents are men and boys, only 604 out of the 4,456 victims being women and girls.

That industrial accidents constitute the most serious single group of accidents resulting in eye injuries.

That almost 25 per cent of the victims of eye accidents are children, 1,083 boys and girls having been so injured during the last 12 months.

That next to children's play accidents, automobile accidents are the most serious non-industrial sources of eye injuries, the eyes of 381 persons having been injured in motor vehicle accidents, principally through the breaking of windshields, during the past year.

That explosives and firearms were responsible for injuries to the eyes of 302 persons.

The committee received reports of 100 persons whose eyes were blinded by metal shot from air rifles; 39 eye accidents were due to the use of chemicals outside of industry; 96 occurred during the chopping of fire wood; 89 were hunting accidents, and 84 persons may lose their sight or have already been blinded as the result of brawls during the past year.

Baseball accidents brought serious injuries to 55 persons; the drinking of wood alcohol destroyed or impaired the sight of 35 persons; 31 women burned their eyes with hot curling irons while looking in mirrors because of their failure to recognize that in the reflection of the mirror, movements of the hand are reversed.

Boys with sling shots injured the eyes of 27 persons. Bow and arrow accidents may lead to the blindness of 24 persons. Golf ball accidents destroyed or endangered the sight of 17 persons.

Robert Gibbons Dead.  
PITTSBURGH, Oct. 13.—Robert Gibbons, former president of District No. 5 of the United Mine Workers, died at his home at Crafton Heights today after a long illness. He was 59 years old.

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## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to  
Saturday, October 11, 1924.

Ovens	In Works	Name of Operators	Address
182	Beatty	Mt. Pleasant Coke Co.	Greensburg
202	Brush Run	Brush Run Coke Co.	Mt. Pleasant
150	Clare	Clare Coke Co.	Greensburg
147	Clare	Clare Coke Co.	Greensburg
100	Elm Grove	W. J. Rainey, Inc.	Connellsville
24	Ferguson	Connellsville C. & C. Co.	Connellsville
148	Fort Hill	Connellsville C. & C. Co.	Connellsville
101	Gilmore	Gilmore Coke Co.	Uniontown
20	Grace	Connellsville C. & C. Co.	Connellsville
145	Humphries	Humphreys Coal & Coke Co.	Greensburg
273	Mt. Braddock	W. J. Rainey, Inc.	New York
310	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
22	Myers	Rowanfield Coal & Coke Co.	Uniontown
102	Nellis	Nellis Coke Co.	Connellsville
322	Oliver	Oliver & Snyder Steel Co.	Pittsburgh
300	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburgh
30	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburgh
32	Paul	W. J. Rainey, Inc.	Connellsville
102	Pearlman	Washington Coal & Coke Co.	Connellsville
400	Rebecca	W. J. Rainey, Inc.	New York
45	Thomas	Winget Coke Co.	Uniontown
23	West Penn	West Penn Coke Co.	Pittsburgh
3,281	997		
260	Adelaide	H. C. Frick Coke Co.	Pittsburgh
246	Alverson	H. C. Frick Coke Co.	Pittsburgh
397	Barguey	H. C. Frick Coke Co.	Pittsburgh
300	Blair	H. C. Frick Coke Co.	Pittsburgh
240	Blair	H. C. Frick Coke Co.	Pittsburgh
250	Calumet	H. C. Frick Coke Co.	Pittsburgh
301	Central	H. C. Frick Coke Co.	Pittsburgh
400	Continental 1	H. C. Frick Coke Co.	Pittsburgh
310	Continental 2	H. C. Frick Coke Co.	Pittsburgh
320	Continental 3	H. C. Frick Coke Co.	Pittsburgh
120	Continental 4	H. C. Frick Coke Co.	Pittsburgh
328	Davidson	H. C. Frick Coke Co.	Pittsburgh
230	Dorothy	H. C. Frick Coke Co.	Pittsburgh
372	Hecla No. 1	H. C. Frick Coke Co.	Pittsburgh
300	Hecla No. 2	H. C. Frick Coke Co.	Pittsburgh
320	Hecla No. 3	H. C. Frick Coke Co.	Pittsburgh
325	Hostetter	Hostetter-Coke Co.	Pittsburgh
241	Kyle	H. C. Frick Coke Co.	Pittsburgh
312	Lafayette	H. C. Frick Coke Co.	Pittsburgh
419	Lafayette 2	H. C. Frick Coke Co.	Pittsburgh
500	Lafayette 3	H. C. Frick Coke Co.	Pittsburgh
304	Leith	H. C. Frick Coke Co.	Pittsburgh
227	Lemont No. 1	H. C. Frick Coke Co.	Pittsburgh
350	Lemont No. 2	H. C. Frick Coke Co.	Pittsburgh
320	Mammoth	H. C. Frick Coke Co.	Pittsburgh
320	Mammoth 2	H. C. Frick Coke Co.	Pittsburgh
421	Madison	H. C. Frick Coke Co.	Pittsburgh
448	Shoof	H. C. Frick Coke Co.	Pittsburgh
425	Shoof 2	H. C. Frick Coke Co.	Pittsburgh
150	Southwest 1	H. C. Frick Coke Co.	Pittsburgh
204	Southwest 2	H. C. Frick Coke Co.	Pittsburgh
301	Standard	H. C. Frick Coke Co.	Pittsburgh
300	Treasure	H. C. Frick Coke Co.	Pittsburgh
350	United	H. C. Frick Coke Co.	Pittsburgh
352	Whitney	Hostetter-Coke Co.	Pittsburgh
300	Wyan	H. C. Frick Coke Co.	Pittsburgh
180	Yorktown	H. C. Frick Coke Co.	Pittsburgh
245	Youngstown	H. C. Frick Coke Co.	Pittsburgh

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DAILY CAPACITY 500,000

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C. M. WOLFF, General Sales Agent.

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# Death Ends Active Career Of Charles F. Hood, Builder Of Indian Creek Railroad

Failing Health Manifested Itself Year Ago; Not Serious Until Late.

## END COMES PEACEFULLY

Charles Freeman Hood died this morning at 8:45 o'clock at the home of his father, Daniel C. Hood, Colonial Apartments, impairment of his health became noticeable about a year ago but did not assume a serious phase until several months ago. He recently spent several weeks in a Pittsburgh hospital following which he returned home and shortly afterward developed conditions which indicated that his recovery would be impossible. He gradually grew weaker without suffering pain. He was unable to lie in bed and slept in a chair with his head resting on a pillow on a table. In that position he peacefully passed away.

Mr. Hood was a Connellsvillian in the fullest sense. He was born here January 4, 1861, the son of Daniel C. and Christine Freeman Hood. He attended the public schools of Connellsville. At the age of 11 years he entered the office of E. K. Hyndman, superintendent of the Baltimore & Ohio Railroad. That being before the invention of the typewriter the position of the typewriter in Pennsylvania was not as important as it is today. He remained in the office of Attorney P. S. Newmyer, with whom he continued to be associated for many years. In the early 90's he formed a partnership with Charles A. Norton in the retail shoe business in a room in the Newmyer Opera House building. The firm also conducted a retail coal business. Later Mr. Hood succeeded Charles Norton in the management of Newmyer's Opera House which he continued for several years.

Subsequently he was employed in the office of the Schoonmaker Coke Company, then one of the leading producers of coke in the Connellsville region. In 1915 he went to Pittsburgh where he organized the Duquesne Reduction Company, serving as president of the corporation until about 1920 when he returned to Connellsville. In association with the late Harry Stout he organized the Riverside Manufacturing & Supply Company and built a plant along Trump Run between South Pittsburgh and Ross streets. This enterprise was conducted by Mr. Hood for several years when he organized the Highland Electro Chemical Company which manufactures a soldering paste under patents obtained by Mr. Hood. The company developed an extensive trade both at home and abroad. This undertaking was supplemented by another organization which manufactured a non-corrosive paint for use on iron work exposed to the action of mine water and other deteriorating liquids.

Always having a lively interest in politics Mr. Hood was active in the cause of the Republican party in numerous campaigns. He became its candidate as Representative in the General Assembly of Pennsylvania and was successful at the election at which the members of the session of 1905-06 were chosen. Later he became identified with the Roosevelt Progressive element in the party and was a candidate for Congress in the 12th district in 1908 and again in 1912 but failed of election.

Having early in life realized the possibilities of the industrial and other development of the Indian Creek Valley Mr. Hood gave to that project years of effort and much of his energy. He organized, was the chief owner and president of the Indian Creek Valley Railroad Company which built the road by means of which the valley was given an outlet to the world at large and direct connection with the Baltimore & Ohio at Indian Creek. The road was opened for traffic to Mill Run in 1903. By successive stages it was extended to Hager's Mill, Indian Head and finally Jones Mills. Its present terminus, until the Baltimore & Ohio railroad obtained control a few years ago Mr. Hood was president and general manager. He still retained ownership of a large block of stock and was a member of the board of directors.

Of a genial disposition and always optimistic Mr. Hood was a prime favorite among a host of friends. In his earlier years he was a popular figure among young people in social and other activities. He was a diligent reader of good literature and history and a close student of public events. Mr. Hood was married in Pittsburgh in 1888 to Miss Stella LeBaron. To the union five children were born. The surviving members of the family are Mrs. Hood, John C. Hood of Cincinnati, Mrs. Marie Hood Sturgeon of Pittsburgh, Joseph D. and Russell of Connellsville, Mrs. M. S. Q. Lyon of Pittsburgh died several years ago. Mr. Hood is also survived by his father, Daniel C. Hood, one sister, Miss Nettie Hood of home, and a brother, Samuel F. Hood of Greensburg. His father celebrated his 100th birthday on July 31 and is still in good health, though deeply shocked by the death of his son whose passing had been preceded by Mrs. Hood and two sons, Clarence and Albert A. and one daughter, Miss Kate Hood.

The remains of Mr. Hood were taken to his residence in Isabella road this afternoon where the funeral services will be held at an hour to be announced later.

Read The Weekly Courier.

## 400,000 INSPECT WORLD'S GREATEST ELECTRIC ENGINE

Four hundred thousand persons, more than the population of either Cincinnati or Minneapolis, viewed the big 265-ton gearless electric locomotive of the Chicago, Milwaukee & St. Paul railroad which toured the eastern part of the country from May to August. The actual total of those who saw the "conqueror of the Rockies" in the 35 cities where it was on exhibition was 408,753.

The exhibition tour, was conducted jointly by the railroad and the General Electric Company, which built this and a fleet of similar locomotives in 1920. The trip began on May 6 at Kalamazoo, Mich., and terminated at Chicago on August 4. In the interval, the big locomotive had traveled eastward across Michigan, Ohio, Pennsylvania and New York, and then swung down into New Jersey, Delaware, Maryland and the District of Columbia, and had returned through Pennsylvania, Ohio, Indiana and Illinois, with a side trip into Kentucky and another into Missouri.

A total of 91 days was consumed on the trip, and there were 72 actual exhibition days. The largest crowd was on May 16 at Cleveland, when nearly 12,000 persons viewed the locomotive. The smallest turnout was at Atlantic City on June 18, when only 206 visitors were recorded, but this was the last day of an eight-day stop in the seaside metropolis, which established the record as the city having the highest total attendance of any place where a stop was made. Nearly 22,000 viewed the monster of the rails in the eight-day period put in at Atlantic City. The average daily attendance throughout the tour was 5,591.

Throughout the trip, the greatest interest was shown by the thousands of laymen in the construction, dimensions and power of the vast electric engine, which daily hauls heavy passenger trains at a rate of 55 miles an hour over the Rocky Mountains, at an immense saving of coal consumption and much increased efficiency of train operation. The exhibition tour gave numerous people their first opportunity to see at close range the most powerful type of electric locomotive in the world.

## G. D. Hugus, Retired Engineman, Honored By Fellow Employees

On Thursday evening, October 2, the home of retired Engineman G. D. Hugus, Park avenue, Scotland, was invaded by fellow employees and their wives from Greensburg, Youngwood, Mount Pleasant, Scottsdale and Evanson as a surprise in honor of his being retired on the honor roll of the Pennsylvania Railroad. W. G. Mackey, conductor of the Evanson shift, had charge of the ceremonies. Henry S. McIntyre, retired engineman of Greensburg, made the address of the evening.

E. D. Bryant made a short address and presented Mr. Hugus with a fine leather traveling bag and a handsome mantle clock. Short addresses were also made by W. H. Walker, Samuel Longenecker, W. S. Cox and D. T. Pool. A quartet composed of John Vallance, O. A. Rush, D. T. Pool and A. O. Porter furnished music for the occasion, accompanied by the piano by Miss Norma Keller. Miss Blossom Fabel gave several readings. Refreshments were served.

The following were present: Henry S. McIntyre, Mr. and Mrs. E. D. Bryant, Mr. and Mrs. W. S. Cox, D. T. Pool and niece, Miss Norma Keller, T. E. Armstrong, Mr. and Mrs. Joseph H. Fabel and daughter, Blossom, Mr. and Mrs. E. R. Kuhns, E. D. Snider and son, David, Mr. and Mrs. H. M. Hamilton, Mr. and Mrs. Robert Dekker, Thomas McGee, Mr. and Mrs. George Wolfe, Mr. and Mrs. Frank Brush, J. L. Hill, Mr. and Mrs. J. R. Ridgway, Mr. and Mrs. S. F. Scheibler, W. H. Walker, J. T. Hambray, Mr. and Mrs. W. G. Mackey, Mrs. Carrie Wood, Mrs. J. Q. Hixson, Mrs. C. D. Smith, Mr. and Mrs. Robert Gove, Mr. and Mrs. Freeman Harshman, Mr. and Mrs. C. S. Bixler, Mr. and Mrs. Israel Shaffer, Mr. and Mrs. James Klinead and daughter, Virginia, Clarence Diehl, Mrs. Amelia Diehl.

## FORD WITHDRAWS BID FOR SHOALS

Read The Weekly Courier.

## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 11, 1924.

Ovens	In Works	Name of Operators	Address
<b>MERCHANT OVENS</b>			
48	40	Adair	Westmoreland-Fayette Coke Co., Greensburg
202	100	Allison No. 1	W. J. Rainey, Inc., New York
200	100	Allison No. 2	W. J. Rainey, Inc., New York
173	100	Amesbury	J. O. Housner, Receiver, Pittsburgh
210	100	America	J. O. Housner, Receiver, Pittsburgh
50	100	Brownsville	Brownsville Coke Co., Pittsburgh
205	100	Century	Century Coke Co., Pittsburgh
49	100	Champion	Champion C. V. Coke Co., Uniontown
227	100	Champion	Champion Gas Coal Co., Pittsburgh
118	122	Clyde	Hecla Coal & Coke Co., Pittsburgh
120	122	Donald 1 & 2	Consolidated Coke Co., Pittsburgh
120	122	Donald No. 3	Consolidated Coke Co., Pittsburgh
122	122	Edna	Waltersburg Coke Co., Uniontown
120	122	Elmhor	Starn Coal & Coke Co., Uniontown
34	122	Emory	East-Fayette Coke Co., Uniontown
120	122	Freedom	Old Connellsville Coke Co., Smithfield
120	122	Genius	Republic Coal & Coke Co., Connellsville
68	122	Genuine	Genuine C. V. Coke Co., Uniontown
203	122	Griffin No. 1	Hecla Coal & Coke Co., Pittsburgh
198	122	Griffin No. 2	Hecla Coal & Coke Co., Pittsburgh
110	122	Harbert	Crail Central Coke Co., Pittsburgh
46	122	Hillside	Westmoreland Gas Coal Co., Pittsburgh
32	122	Hill Top	K. Connellsville Coke Co., Connellsville
105	122	Husted	Hope Coal & Coke Co., Uniontown
120	122	Husted-Semans C. & C. Co.	Uniontown
260	122	Jambelle	Hecla Coal & Coke Co., Pittsburgh
24	122	Junior	Junior Coal & Coke Co., Uniontown
140	122	Katharine	Union Connellsville Coke & C. Co., Uniontown
200	122	Lafayette	American Conn. Fuel Co., Labelle
200	122	Leon	Atlas Coke Co., Labelle
200	122	Lincoln	Lincoln Coal & Coke Co., Scottsdale
200	122	Little Gem	The Bixler Coal & Coke Co., Pittsburgh
250	122	Low Price	Civil Central Coke Co., Pittsburgh
120	122	Luxaria	Luxaria Coal & Coke Co., Pittsburgh
94	122	Merton	Southern C. V. Coke Co., Connellsville
100	122	Old Hope	Southern Coke Co., Uniontown
100	122	Old Home	W. J. Parshall, Uniontown
120	122	Parshall	American Coke Corporation, Uniontown
222	122	Parshall No. 2	Parshall Coke Co., Uniontown
120	122	Parshall No. 3	Parshall Coke Co., Uniontown
104	122	Parshall No. 4	Parshall Coke Co., Uniontown
101	122	Parshall No. 5	Parshall Coke Co., Uniontown
120	122	Parshall No. 6	Parshall Coke Co., Uniontown
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120	122	Parshall No. 99	Parshall Coke Co., Uniontown
120	122	Parshall No. 100	Parshall Coke Co., Uniontown

Ovens	In Works	Name of Operators	Address
<b>FURNACE OVENS</b>			
400	400	Altoona	Monessen Coal & Coke Co., Altoona, Pa. Co.
428	400	Bridgeton	H. C. Frick Coke Co., Pittsburgh
428	400	Buffington	H. C. Frick Coke Co., Pittsburgh
428	400	Colonial No. 1	H. C. Frick Coke Co., Pittsburgh
428	400	Colonial No. 2	H. C. Frick Coke Co., Pittsburgh
428	400	Colonial No. 3	H. C. Frick Coke Co., Pittsburgh
428	400	Colonial No. 4	H. C. Frick Coke Co., Pittsburgh
428	400	Dumbo	Reliance Coke & Furnace Co., Pittsburgh
428	400	Death	H. C. Frick Coke Co., Pittsburgh
428	400	East	H. C. Frick Coke Co., Pittsburgh
428	400	Floodgate	H. C. Frick Coke Co., Pittsburgh
428	400	Geneva	McKeesport Coal Co., McKeesport
428	400	Green	H. C. Frick Coke Co., Pittsburgh
428	400	Leckrone	H. C. Frick Coke Co., Pittsburgh
428	400	Martin	Republic Iron & Steel Co., Youngstown, Ohio
428	400	Newcomer	H. C. Frick Coke Co., Pittsburgh
428	400	Parshall	Parshall Coke Co., Uniontown
428	400	Renee	H. C. Frick Coke Co., Pittsburgh
428	400	Thompson 1	Redstone Coal & Coke Co., Pittsburgh

## PLANS FOR 100TH ANNIVERSARY OF B. & O. UNDER WAY

Company's Charter Issued by State of Maryland on February 28, 1827.

## WILL BE NOTABLE EVENT

BALTIMORE, Oct. 14.—Following the precedent of being the first in the union to grant a charter from which a railroad actually was started, constructed and completed, the state of Maryland again is first to take the initial step in recognition of the approaching hundredth anniversary of the act which brought the Baltimore & Ohio Railroad Company into being. Maryland granted the charter to the railroad company, February 28, 1827, at the 124th session of the legislature. The assemblymen looked beyond the few intervening years to 1927. They foresaw the coming centennial of the Baltimore & Ohio railroad. In a joint resolution of the Maryland senate and house of delegates the present governor, Albert C. Ritchie, was empowered to appoint a commission to represent Maryland and cooperate with civic and commercial organizations and with the railroad company in celebrating the event. By virtue of this authority Governor Ritchie announces the commission as follows: George Weems Williams, John W. Garrett, Jacob Epstein, Alexander Brown and Van Lear Black, of Baltimore; Holmes D. Baker of Frederick, and Oliver H. Bruce, Jr., of Cumberland.

Enoch L. Lowe, governor of Maryland, in 1850 to 1853, in a speech at the Wheeling celebration of 1853 commemorating the completion of the Baltimore & Ohio railroad from Baltimore to the banks of the Ohio river, prophesied that "there is a far more vital and controlling idea connected with these great enterprises" than material considerations. For, said Governor Lowe, "the hopes of this nation and of unborn millions of men of every clime are bound by mysterious links to these highways of commerce." While the pushing car still convey iron, coal or wheat, it shall also be the unconscious messenger of regional love and peace between the people and the states of this confederacy. The blows of fanaticism shall fall harmlessly upon the Union shield, held together by the ties of interest, as well as by the more sacred bonds of affection and a common nationality.

In 1906, Edwin Warfield, governor of Maryland from 1905 to 1908, in a speech at Springfield, Ohio, bespoke Maryland's pride in the first railroad charter, saying: "I wish here to emphasize a gratifying fact in relation to railroad building in this country. Maryland has the honor of having been the first state in the union to incorporate a company for the construction of a railroad, and the first to donate the public money and credit to the building and support of a railroad system. That road was the Baltimore

### PRODUCERS COKE COMPANY

Selling Agents—

Standard Connellsville Low Phosphorus

## Furnace and Foundry Coke

Also Smelter and Heating Coke and By-Product Coal.

SHIPMENTS VIA ANY RAILROAD

OFFICES: 808 Fayette Title & Trust Building, UNIONTOWN, PENNSYLVANIA.

Monthly Capacity 100,000 Tons

W. W. PARSHALL G. S. HARAH JAMES R. GRAY

## PURITAN COKE COMPANY

### High Grade Low Sulphur Connellsville Furnace and Foundry Coke and By-Product Coal

Capacity—1,000 Tons Coke and 800 Tons Coal Daily

All Railroad Connections. UNIONTOWN, PA.

## P. J. ADAMS DIES; WAS SUPERVISOR FOR THE B. & O.

Veteran Employee of Railroad Company Succumbs After Year's Illness.

## ENTERED SERVICE IN '72

Patrick J. Adams, 68 years old, retired Baltimore & Ohio employee, died early Monday morning at his home at 504 Vine street, after an illness of nearly a year from a complication of maladies. He had been critically ill for several weeks.

Mr. Adams was in the service of the Baltimore & Ohio from 1872 to a year ago, at which time he was retired on a pension. At that time his health was failing; had been for some time. In fact in 1913 a special position was created for him, that of track inspector on the Connellsville Division, because of his impaired health.

Mr. Adams' first service with the railroad company was as a laborer at Tunnelton, W. Va., in which status he was born. That was in 1872. Five years later he was made a track foreman. In 1885 he was promoted to the position of track supervisor, being assigned to the Wheeling Division. In 1892 he was transferred to Connellsville in a similar position, which position he held until being made inspector in 1913. As supervisor Mr. Adams at first had the territory between Layton and Rockwood, but later this was reduced to that between Connellsville and Rockwood.

In religion Mr. Adams was a Roman Catholic, holding membership in the Immaculate Conception Church. He was a member of Connellsville Lodge of Elks and of the Baltimore & Ohio Veterans Association.

Mr. Adams married Miss Sarah Quinn, who survives. There are no children. Mrs. Patrick King and Mrs. Julia Nee of Connellsville are sisters. A brother, Michael, lives in Pittsburgh.

## Capstan Lets Contract for Plant Addition

The Capstan Glass Company of South Connellsville awarded the contract for the erection of three new buildings at its plant, constructed to be completed within 120 working days. The Anshin Company of Cleveland, Ohio, was given the contract and work was begun on Monday, October 6.



## Connellsville to Have White Way From End to End in Crawford Avenue

Agent of West Penn Instructed  
to Submit Plan for  
Installation.

### ADDED COST \$7,000 YEAR

Pittsburg Street Also Will Be Given  
Better Illumination Between Pay-  
ette and Green Streets; Lights of  
1,000 Watts to Replace the 250 Size.

Connellsville is to have a real  
"white way," perhaps two of them,  
if plans of Council materialize.

After a representative of the West  
Penn Power Company had submitted a  
map showing a proposed installation  
of 1,000-watt lights in a part of  
Crawford avenue and part of Pittsburg  
street, at a meeting of the council  
Monday night, he was authorized to  
extend the proposed new lighting to  
include the whole of Crawford avenue  
and Pittsburg street from Fayette to  
Green street. The cost will be ap-  
proximately \$7,000 above the \$11,577  
a year the city now pays for street  
lighting.

Under the plan at first proposed  
there would be an increase in light-  
ing cost of approximately \$4,561. This  
would have covered Crawford ave-  
nue only from Ninth street to Pros-  
pect street and Pittsburg street in the  
downtown area.

Thousand-watt lights, such as have  
been installed temporarily at Birm-  
ingham corner, will be spaced about 100  
feet apart in the business sections,  
and farther apart in the outlying  
districts. With these installed, Otto J. Schaefer,  
representative of the company, asserted  
it will be possible to read a news-  
paper anywhere in the two streets.

Whether the lights are to be placed  
opposite each other in the downtown  
or staggered is to be left to the dis-  
cretion of Mr. Schaefer, so long as  
he keeps within \$7,000 added expense.

In addition to the attention that  
would be given the two main thor-  
oughfares all 80-watt lights now in  
use would be replaced by 100 or larger  
ones, depending on the location. Water  
street is to be given better illumina-  
tion; also that section of Arch street  
near the Postoffice.

Unleashed. Mr. Schaefer told  
Council, has contracted for the new  
system the entire length of Main  
street, all of Fayette street and all  
of Morgan street, at an added ex-  
pense of \$12,000 annually.

Under the agreement that would be  
made the power company would in-  
stall and maintain the lights, just as  
is done with the present system. The  
city would pay only for current. The  
lights would be placed on short  
brackets on poles, either of the com-  
pany or others.

Accompanying Mr. Schaefer to the  
meeting was C. C. Gallagher, local  
superintendent of lighting.

## Dr. Hutchinson Returned To First M. E. Church; Rev. H. R. Mansell at Greenwood

Successor to Rev. C. C. Gal-  
lagher Former Missionary  
in Malaysia.

### CHANGES ARE NUMEROUS

In the assignment of ministers at  
the close of the 101st annual meeting  
of the Pittsburgh Conference of the  
Methodist Episcopal Church at Wil-  
kensburg Monday, Dr. Bennett W.  
Hutchinson was returned to the pas-  
torate of the First Church of Connells-  
ville. This will be Dr. Hutchinson's  
fifth year in Connellsville. His con-  
gregation is now engaged in the erec-  
tion of a new church which will be  
one of the finest in Western Pennsylv-  
ania and the pastor has been an  
active figure in the work.

Rev. G. G. Gallagher, pastor of the  
Greenwood Church, Connellsville,  
which is also in the midst of the erec-  
tion of a new stone church in Ninth  
street, has been transferred to Con-  
necticut. His successor is Rev.  
Harry R. Mansell, who for several  
years was engaged in missionary  
work in Malaysia but who has been on  
a furlough, living in Uniontown.

Of the pastors in the conference who  
were transferred to other churches of  
work, including being a number in  
the McKeesport District, of which  
Connellsville is a part.

Dr. H. N. Cameron of Dawson, who  
was superintendent of the McKeesport  
District, has been made superintendent  
of the Pittsburgh District. His  
successor is Rev. Thomas G. Hicks of  
Beaver.

Rev. S. W. Corcoran, formerly  
head of the Washington Dis-  
trict, was placed in charge of the  
Allegheny District. Dr. Corcoran will  
be succeeded by Rev. Dr. J. V. Wright  
of Butler. The vacancy in the Pitts-  
burg District was caused by the re-  
tirement of Dr. V. F. Conner. Dr.  
W. S. Lockard of the Allegheny Dis-  
trict also retired.

Rev. Hicks is a graduate of Ohio  
Western College and of the Boston  
School of Theology. He has held a  
pastorate at Beaver.

Rev. C. H. Beall, pastor of the  
church at Vanderburg for three years  
and one of the most active workers  
that congregation has had in years  
was ordered to California, where he

### DISPUTE MAY DELAY USE OF NEW COUNTY CONFLUENCE BRIDGE

CONFLUENCE, Oct. 7.—Confluence  
may be without a bridge all winter,  
it is said, unless steps are taken to  
bring to an end the dispute between  
the county and the borough on who  
shall pay the cost of building the new  
approach to the structure erected  
over the Casselman River, the former  
one having been washed away in  
March.

The new bridge is not yet com-  
pleted, but it is about so. The floor-  
ing has been laid on half of it and  
the railing for the foot walk is nearly  
all up.

The bridge, however, is three feet  
higher than the old one. This destroys  
the usefulness of the present ap-  
proach and necessitates the con-  
struction of new ones. The county is  
building the bridge and contends that  
the town should pay for the approach-  
es. This is met with the argument  
that the county raised the new bridge  
three feet higher than the former one  
and that the borough is not respon-  
sible for the faulty approaches re-  
sulting.

Neither side seems to be getting  
anywhere on the argument, it is said.  
Persons in the residential section on  
the opposite side of the river are  
forced to use a foot bridge to cross  
the stream and have not been able to  
make use of their automobiles since  
the bridge went out in March. They  
are not at all pleased with the out-  
look of being isolated throughout the  
winter.

The footbridge now being used by  
pedestrians is the third erected since  
the big structure went out. Two  
others were washed away in floods.

Citizens are contemplating putting  
in some kind of a plank approach  
after the flooring in the bridge is com-  
pleted so they may use it.

The new bridge is of steel and con-  
crete.

### Fairchance to Have New Reservoir

Fairchance is planning a new reser-  
voir. A state official made an inspec-  
tion of the proposed site last week.  
The estimated cost of the proposed  
dam is between \$35,000 and \$40,000.  
The reservoir is to hold about 4,000,  
000 gallons of water to be obtained  
from the Trotter Water Company.

The official, Mr. Wickerman, a rep-  
resentative of the Department of  
Health at Harrisburg, George Porter  
of an engineering company of Pitts-  
burg and the Fairchance borough  
council inspected the site. Samples  
of the water were taken to Harrisburg  
for analysis.

succeeds J. L. Pender. Rev. Beall's  
successor is Rev. G. E. Buhar, who has  
been at Glassport. Rev. Buhar is a  
young man, with a wife and three  
children and regarded as one of the  
leading younger ministers of the con-  
ference. Rev. Beall will hold his final  
service Wednesday evening—the  
weekly prayer service. Rev. Buhar  
will be in his new pulpit Sunday morn-  
ing and evening. Rev. Beall will at  
that time also be in his new pastor-  
ate. He will not move his family,  
however, for two weeks, owing to in-  
ability to get possession of the par-  
sonage.

Rev. C. E. Chapman of Dunbar is  
transferred to Coal Center. Rev.  
Theodore Miner succeeds him.

Rev. J. L. Kooser is assigned to  
Jacobs Creek of which Rev. G. E. Bag-  
gett was pastor. Rev. Baggett will  
engage in evangelistic work, accord-  
ing to announcement he made last  
week at his home at Scottsdale.

Other changes in appointments in  
the McKeesport District include:

Addison, A. C. Arthur; Bertha-Ell-  
rick, H. M. Coughenour; Blackburn, H.  
G. Campbell; Glassport, C. F. Rich-  
mond; Layton, R. E. Spangler; Mad-  
ison, Harold Cooks; West Side, Mc-  
Keesport, L. E. Athey; Monessen, D.  
M. Paul; Ohioville, E. C. Stoneker;  
Point Marion, H. E. Rudolph; South  
Brownsville, B. H. Greenlee.

Pastors of the district who remain  
include:

Belle Vernon, D. L. Headen;  
Brownsville, A. E. Husted; Bryan, O.  
B. Emerson; Buena Vista, N. B. Tan-  
nabill; Circleville, W. R. Robinson;  
Coke Mines, Adam Nagay; J. M. Von-  
dracek; Confluence, L. H. Powell;  
Dawson, O. B. Emerson; Fairchance,  
H. L. Humbert; Fayette City, L. M.  
Humes; Marontown, J. J. Buell;  
Mount Pleasant, A. H. Davies; Perry-  
opolis, S. W. Bryan; Pleasant Unity,  
T. H. Carson; Scottsdale, Judson Jef-  
fery; Smithfield, J. M. Cogley; Som-  
erset, O. B. Patterson; South Green-  
burg, R. H. Little; Stahlstown, E. E.  
Stoneker; Star Junction, J. A. For-  
sythe; Uniontown, H. A. Ralston; Ver-  
sailles, H. A. Price; Webster, P. O.  
Wagner; West Newton, G. M. Daugh-  
erty.

Rev. G. L. C. Richardson, former-  
ly pastor of the First Church of Con-  
necticut, was retained at Mary S.  
Brown Memorial Church, Pittsburgh.

## REV. A. A. BLAKE MODERATOR OF BAPTIST ASS'N

Church of Presiding Officer at  
Flatwoods Place for Next  
Convention.

### OHIOVILLE MAN CLERK

Rev. A. A. Blake, pastor of the Flat-  
woods Baptist Church, was elected  
moderator of the Monongahela Baptist  
Association the closing day of the an-  
nual convention at Mount Moriah  
Church at Smithfield Wednesday. He  
succeeds Rev. E. H. Stevens of Con-  
necticut, who presided over the two-  
day meeting of the association.

Rev. J. B. Thomas of Ohioville was  
elected clerk. Rev. Thomas had been  
serving as clerk pro tem in the ab-  
sence of Rev. R. H. Dunmire, formerly  
of Confluence, who had moved from  
the confines of the association.

F. B. Hess of Uniontown was elected  
treasurer.

Flatwoods was chosen as the place  
for the next meeting of the associa-  
tion, the time October 5 and 6, 1925.

The second and final day's session  
of the 92nd annual gathering brought  
out even larger crowds than the first  
day and all the sessions were of much  
interest.

The Wednesday morning session  
was given over largely to reports of  
committees and routine business.

The treasurer's report was given by  
Dr. F. B. Hess of Uniontown and the  
report of the trustees was made by  
Dr. M. Hertzog of Uniontown. The  
doctrinal sermon was preached by the  
Rev. Frank Hollibaugh, of the Great  
Rebel Church, Uniontown.

Wednesday afternoon and evening  
sessions were conducted substantially  
along the lines as announced in the  
program, the afternoon being devoted  
to a women's session with Mrs. W. E.  
Crow of Uniontown, in charge, while  
Mrs. J. H. Dugan, also of that city,  
was among the speakers. In the  
evening the young people had charge  
of the session and a fine program was  
given.

There was a total of 361 delegates  
and visitors, of whom 37 were dele-  
gates, registered during the meeting.

## RECEPTION AND PURSE FOR REV. BEALL AND WIFE

A farewell surprise party was given  
in honor of Rev. and Mrs. C. H.  
Beall at the parsonage of James  
Cochran Memorial Methodist Epis-  
copal Church at Vanderburg on Friday  
by members of the Epworth League,  
who invited the congregation of the  
church to help in carrying out the  
program.

A purse was presented to the pas-  
tor as a token of the congregation's  
appreciation for his faithful service  
the three years he was pastor. The  
minister and his wife were busy pre-  
paring to move when the members  
of the church came to the home.

An excellent program was carried  
out. William Gray led in the singing  
of "Love Lifted Me," after which  
Lloyd Shallenberger offered a prayer.  
W. C. Handlin, superintendent of the  
Sunday school, spoke in his behalf.  
Miss Dorothy Shallenberger gave a  
talk in behalf of the Epworth League  
on "What Rev. Beall Did for the  
League." Rev. H. N. Cameron of  
Dawson, superintendent of the Pitts-  
burg district of Methodist Episcopal  
churches, was introduced. He spoke  
on the fine work and the earnestness  
of the pastor and had a bright  
prophesy of his future.

C. K. Shallenberger, secretary of  
the official board of the church, pre-  
sented Rev. and Mrs. Beall with a  
purse. The surprise, the unexpected  
ness of it, was contrasting to the pas-  
tor who tried to reply and show his ap-  
preciation. Mrs. Beall, in a very hap-  
py way, gave her thanks.

Miss Genevieve Shallenberger gave  
a reading. Rev. Cameron gave one of  
his eloquent selections. Misses  
Lauretta Clelland and Lucy Eleanor  
Shallenberger gave readings. The  
people who had gathered sang  
"America."

Refreshments brought by the mem-  
bers of the congregation were served.  
The closing hymn was "God Will  
Take Care of You." Rev. Beall closed  
the affair with prayer. The people  
went away wishing the pastor and  
his wife "God speed."

FINAL COUNTY KLAN  
DEMONSTRATION OCT.  
25 AT DAWSON PARK

The last big outdoor meeting of the  
Ku Klux Klan in Fayette county will  
be held at the Dawson Driving Park  
on Saturday, October 25, under the  
auspices of Dawson Klan No. 1.  
Preparations are being made to enter-  
tain and feed 15,000.

The meeting will begin at noon and  
will continue until midnight. Two  
bands, one from Dunbar and the  
Klan 40-piece band of Homestead  
will furnish the music.

An athletic program will be another  
feature. At 9 o'clock in the evening a  
naturalization service will be con-  
ducted and at 10 o'clock there will be  
a display of fireworks.

The meeting will not be open to the  
general public but only to Klansmen  
and their families.

Former Resident on Visit.  
Joseph Strickler, a former resident  
of Dickerson Run but for many years  
living near Los Angeles, Cal., is on  
an extended visit with relatives and  
old time friends in Fayette county.  
Today he spent with Mr. and Mrs.  
J. K. Evans on Dickerson Run  
Heights.

## Westmoreland Co. Plans Road Bond Issue \$3,500,000

GREENSBURG, Oct. 16.—Faced by  
a situation of barely being able to  
keep up with the maintenance demand  
of the roads in Westmoreland county,  
the board of county commissioners,  
composed of Elliott L. Hibbs, James F.  
Torrance and John P. Kilgore, and  
County Controller Weber A. Arter,  
after very careful study and research  
have concluded that the best thing for  
the present and to take care of the  
future will be to ask the voters of this  
county to authorize a bond issue at the  
coming election, Tuesday, November 4.

It has been decided to ask the vot-  
ers to approve a bond issue for \$3,  
500,000. Asking for the approval for  
an issue of this size at the present  
time does not mean that the entire  
amount would be put out immediately.  
It would mean, knowing that they had  
this money in sight, a regular pro-  
gram of road construction for the en-  
tire county could be worked out. Such  
a plan might carry over a period of  
some years even into the terms of suc-  
ceeding boards of commissioners. It  
would at least, so the commissioners  
say, give them a working basis from  
which to attack a giant problem in the  
county business which confronts them  
today and for which they have no  
funds.

A summary of approximate costs  
will give an idea of just what is need-  
ed if any showing on good roads is to  
be made in Westmoreland county.  
Such a summary is herewith given:

Present program state-	highway routes	\$ 249,500.00
Present program coun-	ty roads	348,000.00
Proposed program state-	highways	227,500.00
Proposed program coun-	ty roads	322,000.00
Proposed program new	county aid roads	1,720,500.00
Partial county bridge	program	600,000.00

A deduction of approximately \$90,  
000 can be made from the above total  
representing that portion of this  
year's program which is being financ-  
ed out of current revenues. This sum-  
mary of approximate costs, the board  
of commissioners believe, will en-  
lighten the people of the county as to  
the actual situation.

SHADY GROVE  
STORE LOOTED  
OF \$300 STOCK

Thieves broke into the store of  
Mike Basista at Shady Grove Park  
Thursday night and got away with  
groceries, tobacco and cigars valued  
at \$300. They smashed a window and  
then opened it, tore the telephone  
cable from the wall and turned every-  
thing topsy-turvy in the effort to find money  
but got none.

A shipment of tobacco valued at  
\$37 received yesterday was included  
in the loot.

County Detective Charles D. Santee  
was at work on the case today and,  
through muddy tracks on the floor,  
hoped to get a clue to the perpe-  
trators.

Child Is Killed  
When Abandoned  
Mine Caves In

Digging coal in an abandoned  
mine near Fayette City yesterday  
cost the life of Ludwig Gardner, aged  
10, son of Mr. and Mrs. John Gardner  
of Fayette City, when the bank caved  
in and smothered him to death. The  
child, together with a number of  
companions, was digging coal for his  
home from the bank near the en-  
trance, when the roof dropped, hav-  
ing become loosened by the heavy  
rains of the last few days.

A large rock falling with the earth  
struck Gardner on the head, knock-  
ing him unconscious and before he  
could be extricated the heavy fall  
of earth had smothered him. His  
companions ran for help but before  
the rescuers could reach the body, he  
was dead.

He is survived by his parents and  
several brothers.

Stranded Girls  
Held by Police

Two girls are being held at the  
police station pending word from their  
parents concerning their disposition.  
One is Della McCoy of Monongah, W.  
Va., the other Marie Peltner of Egan,  
Tenn., 17 and 16 years old.

The former was picked up by police  
on request of her father. The other  
went to the police station and asked  
Chief P. M. Murphy to lend her train  
fare to her home. She said she had  
been visiting at Cumberland and that  
all her funds, together with her jacket  
and pocketbook had been stolen from  
her. He held the girl pending investi-  
gation. No word has yet been receiv-  
ed from her father although two tele-  
grams have been sent to Tennessee.

Scottdale Teachers  
May Have Institute  
Of Own at Home

SCOTSDALE, Oct. 7.—Scottdale  
teachers will not attend the annual  
county institute at Greensburg. It was  
announced today following a meeting  
of the school board last night.

"Instead they will have an institute  
of their own or some form of special  
work to comply with the law."

Read The Weekly Courier.

## REHABILITATION OFFICER TO COME WITH LEGION HEAD

Thomas Dowd Will Be Ready  
to Meet Any Having Claims  
During Stay Oct. 16.

### DINNER FOR SERVICE MEN

Thomas Dowd, national rehabilita-  
tion officer of the American Legion,  
will accompany J. Mitchell Chase,  
state commander, on his visit to Con-  
necticut on Thursday of next week.  
Commander Chase will be the guest  
at a testimonial dinner to be given by  
the local Legionnaires at the Kiwanis  
Club rooms. This dinner will be open  
to all service men, whether they are  
members of the Legion or not. Mem-  
bers of the committee now have  
tickets for the same. Persons desir-  
ing to attend should see members of  
the committee.

Mr. Dowd while here will plan  
to confer with any service men who  
have any claims pending with the gov-  
ernment. Persons desiring to see Mr.  
Dowd are asked to communicate with  
either Charles A. McCormick or Max  
C. Floto, who will make arrangements  
for them.

Commander Chase will broadcast  
over the radio from Pittsburgh on  
Wednesday evening, October 15, so  
that Legionnaires can tune in for that  
evening. He will come here from  
Pittsburgh the following morning and  
spend the rest of the day as guest  
of the local post.

Members of the committee having  
charge of the meeting for next Thurs-  
day evening are Max C. Floto, Correll  
J. Ponce, Fred Frishes, William H.  
Myers and Joseph E. Reed.

"Remember, if you are planning to  
attend the dinner, to get your tickets  
early. A good feed is assured as the  
Ladies' Auxiliary will do the serving.  
The time is 6:30, Thursday, October  
16, Kiwanis Club rooms," the com-  
mittee says.

CONNELL RE-ELECTED  
DISTRICT TRUSTEE AT  
KIWANIS CONVENTION

George S. Connell of this place was  
among the officers re-elected at the  
seventh annual Pennsylvania District  
Session of Kiwanis International,  
which came to a close at Greensburg  
Wednesday night with a banquet and  
dance. All the district officers were  
unanimously re-elected. Rappling was  
chosen for the next convention.

Officers are: Herbert A. Moore,  
DuBois, district governor; Charles F.  
Taylor, DuBois, district secretary;  
George S. Connell, Connellsville, dis-  
trict treasurer.

Three ballots were necessary in the  
selection of the next convention city.  
Reading, winning on the third. Con-  
necticut Lake, Erie, Wilkes-Barre and  
Washington were all in the fight for  
the next session.

Dr. Samuel W. Gaffin, industrial ex-  
pert of New York City, was the prin-  
cipal speaker at the banquet. There  
were 1,000 present to hear him. His  
subject was "Life's Great Adventures."  
The Pittsburgh Kiwanis Club chorus  
sang a number of selections. James  
G. Skenderon, past district governor,  
made a short talk.

NEW BRIDGE AT  
GRATZTOWN PLACED  
IN TWO MINUTES

A girder bridge over Sawickley  
creek at Gratztown on the Baltimore  
& Ohio Railroad, was shifted into  
position Thursday with no delay to  
traffic. Just two minutes' time was  
required. Fifteen minutes later the  
track had been connected and a train  
passed over.

The bridge was placed under the  
westbound track. Next week a simi-  
lar section will be placed under the  
eastbound track.

The section weighed about 175,000  
pounds.

Every preparation had been made  
for pushing the big steel structure into  
position. As it went into place the  
old bridge was forced out.

School Closed by  
Scarlet Fever

OHIOVILLE, Oct. 7.—The Ken-  
tuck school is closed, owing to scarlet  
fever in the home of the teacher, Robert  
Sprunt; also in the home of his  
brother, Thomas Sprunt.

BROWNFIELD MAN HURT.

Car Strikes Daniel Pastorius; Skull  
May Be Fractured.

Four persons were injured, one  
possibly seriously, in automobile  
mishaps yesterday. Daniel Pastorius,  
58, of Brownfield received a possible  
fracture of the skull when he was hit  
by a passing automobile while walk-  
ing along the National pike.

Cent Reed, Mrs. Ernest Provance  
and Mrs. Phil Monaghan, all of Un-  
iontown, received slight injuries  
when they were crowded off the road  
at Thompson's cross road near Un-  
iontown.

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## Real Old-Fashioned Rally Of Republicans to Be Held Here Friday Evening, Oct. 10

KIN GET BULK OF  
CHAS. H. SEATON'S  
\$500,000 ESTATE

In a will admitted to probate yes-  
terday afternoon at 2 o'clock, the late  
Charles H. Seaton, who died at his  
home near Chalk Hill Tuesday, Sep-  
tember 30, divided the bulk of an  
estate valued at \$900,000 between his  
only sister, Mrs. Lizzie Seaton Dow-  
man, wife of M. H. Bowman of Un-  
iontown, and the children of the late  
George H. Seaton of Riverside, Cal.,  
Charles S. Bowman, a nephew, and  
Attorney Charles A. Tuit, all made  
executors and trustees. The will is  
dated May 24, 1924.

Before the partition of the estate  
there are a number of bequests of a  
personal and charitable nature. Those  
include:

Louise Seaton of Riverside, Cal.,  
\$5,000; Nellie B. Burrier, \$10,000 and  
500 shares of stock of the Uniontown  
Water Company; Barbara Mackey,  
\$1,000; Jean Mackey, \$1,000; Cora B.  
Wyneop, \$1,000; Frances Carter, \$1,  
000; Albert Burrie, \$1,000; Susan  
King, \$1,000; Archie Cronwell, \$1,000;  
Charles Devonshire, \$500; Florence  
Applegate, \$2,500; Minnie Wellner,  
\$5,000; Pearl Wellner, \$5,000; Eunice  
Wellner, \$500; Children's Aid Society  
of Fayette County, \$10,000; Ira W.  
Seaton, the residential property in  
Fayette street he now occupies and  
224 shares of stock in the Uniontown  
Water Company.

William Henry,  
Retired Farmer of  
Scullton, Dies

William Henry, 77 years old, a re-  
tired farmer, well known in Connells-  
ville, died Friday at his home near  
Scullton, just across the line in Fay-  
ette county. He had been ill for  
weeks. A number of relatives live in  
Connellsville where Mr. Henry had  
often visited. He is survived by his  
wife, Joan, and the following chil-  
dren: Milton, at home; George, near  
home; John, Rogers Mill; Rebecca, at  
home, and Mrs. Ellen Moore of Bar-  
rington.

The committee in charge, which in-  
cludes both men and women who  
have been prominent in local Republi-  
can activities, is giving close atten-  
tion to all the details necessary to  
insure the success of the rally, which  
is certain to be largely attended.

Fred C. Smith to  
Collect Dunbar  
Twp. School Tax

Fred C. Smith, recently elected col-  
lector of school taxes in Dunbar town-  
ship, has started work on the collec-  
tion of the 1924 duplicate, amounting  
to about \$175,000. Mr. Smith was  
named by the board in place of John  
C. Senor, who will continue the col-  
lection of the road and county and  
state duplicates.

Mr. Smith resigned from the board  
of supervisors. His successor has not  
been named and it is said the board  
is unable to agree on the choice.

Returns to Duty.  
John A. Murray, chief caller on  
the Baltimore & Ohio Railroad, re-  
turned to work this afternoon after  
being off for the past two months on  
account of sickness.

